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Souvenir album of
Atlanta.

1905.



Class F 204

Book AB A-7

Souvenir Album of Atlanta

Issued by the City and Chamber of Commerce in Compliment to

The National Association of Manufacturers



Program

TUESDAY, May 16, 1905.

9:00 A. M.—Opening Exercises at the Grand Opera House.
Prayer.
Address of Welcome by Governor J. M. Terrell.
Address of Welcome by Mayor James G. Woodward.
Address of Welcome by Hon. John Temple Graves.
Response by President D. M. Parry.

FIRST BUSINESS SESSION OF THE CONVENTION:

Report by Interstate Commerce Committee.
Address by Mr. Ludwig Nissen on Governmental Relation to Public Franchises.
Address by Samuel Spencer, President of the Southern Railway.

3 P. M.—SECOND SESSION:

Report by Committee on Tariff and Reciprocity.
Address by Mr. E. N. Foss.
Report by Committee on Industrial Education.
Address Against the Repeal of the National Bankruptcy Law.

EVENING.—Reception to Members of the National Association of Manufacturers at the Capital City Club, from 9:00 to 12:00'clock.

THE NEW PASSENGER DEPOT, OPENED MAY 15, 1905 AT MITCHELL ST., AND MADISON AVE., USED BY THE SOUTHERN RAILWAY, THE CENTRAL OF GEORGIA AND THE ATLANTA & WEST POINT RAILROAD



WEDNESDAY, May 17, 1905.

9:00 A. M.—THIRD SESSION.

Report by Fire Insurance Committee.

Address by Mr. Edward Atkinson on Fire Protection

Address by Mr. D. A. Tompkins on the Present and Future of Cotton
from the Plantation to the Loom

NOON.—Georgia Barbecue, 12:00 to 3:00 o'clock.

3:00 P. M.—FOURTH SESSION :

Report by Strike Insurance Committee.

Address by James A. Emery, San Francisco.

Address by Daniel Davenport, or another, on the Necessity of Organiza-
tion, National and Local, by the Manufacturers and the People.

Report by Committee on Patents and Patent Laws.

THE CAPITOL



THURSDAY, May 18 1905.

9:00 A. M.—FIFTH SESSION.

Report by Committee on National Incorporation.

Miscellaneous Business.

Adjournment.

AFTERNOON.—Four thirty to seven thirty o'clock—Reception at the Piedmont Driving Club in Honor of Secretary and Mrs. Victor H. Metcalf.

EVENING.—Eight O'Clock—Address by Hon. Victor H. Metcalf, Secretary Department of Commerce and Labor, introduced by Hon. Alexander Stephens Clay, United States Senator from Georgia.

A FEW OF ATLANTA'S SKYSCRAPERS
LOOKING NORTH
OVER BROAD STREET
BRIDGE

THE GEORGIA INSTITUTE OF TECHNOLOGY FROM NORTH AVENUE

The National
Association of Manufacturers
of the United States.



Atlanta, Georgia.

IN EXCHANGE

Bois Athen.
April 08



Committee of Arrangements.

ROBERT F. MADDON,

President of the Chamber of Commerce, General Chairman.

MAYOR JAMES G. WOODWARD.

COMMITTEE OF COUNCIL.

E. V. CARTER, Chairman.

E. C. PETERS,
J. SID HOLLAND,

JOSEPH HIRSCH,
W. H. PATTERSON.

COMMITTEE FROM THE CHAMBER OF COMMERCE.

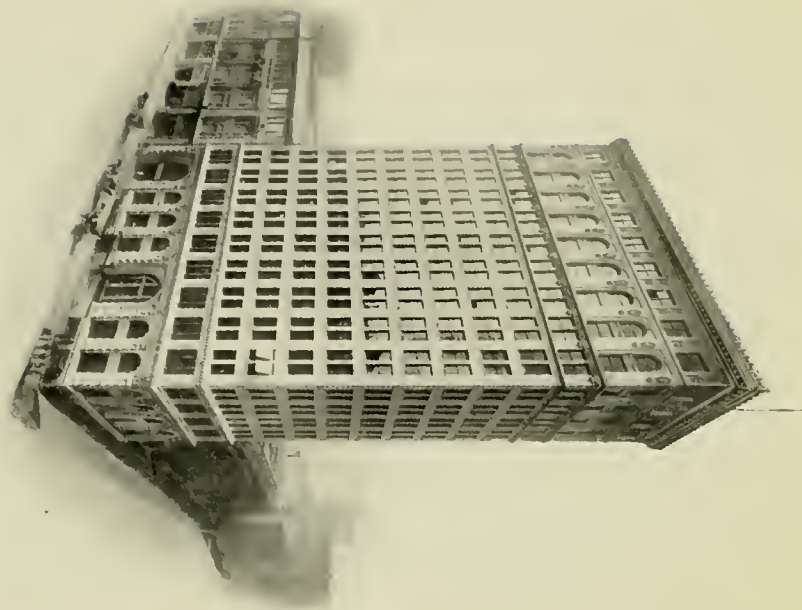
J. WILIE POPE, Chairman.

SAMUEL D. JONES,
DAVID WOODWARD,

R. S. WESSELS,
F. J. PAXON.

W. G. COOPER, Treasurer.

THE FOURTH
NATIONAL BANK
BUILDING,
PEACHTREE AND
MARIETTA STREETS

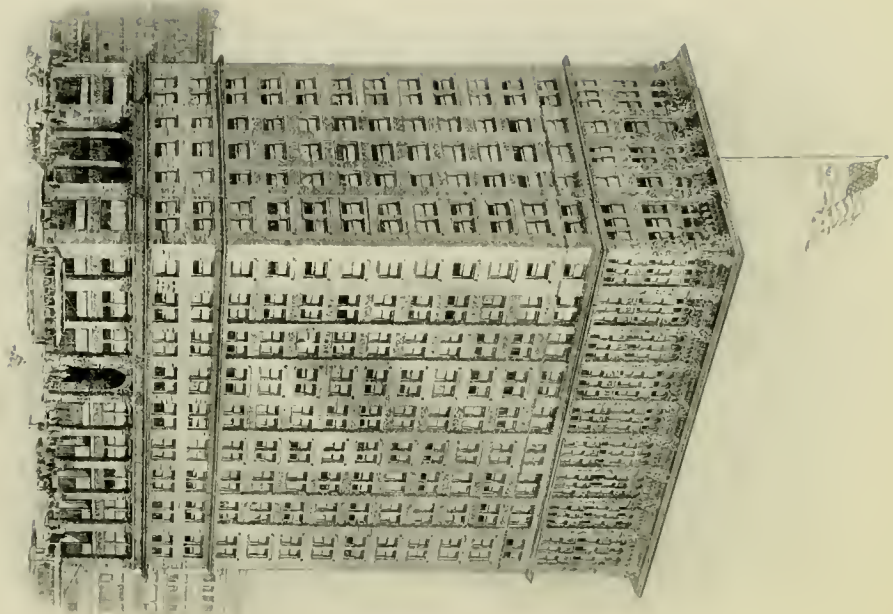


Atlanta the Birthplace of the National Association of Manufacturers.

The following editorial appeared in "DIXIE," October (1894) issue, and is the original suggestion for the National Association of Manufacturers:

"MANUFACTURERS MUST ORGANIZE.—To properly undertake the development of trade relations with Mexico and South America, our manufacturers should organize for the work. Whether international expositions are to be held or other plans adopted, this organization is essential and necessary. The individual influence and strength of the members of such an organization would thus become co-operative, and could be centered, with powerful force, for the passage of favorable reciprocal treaties, suitable tariff laws, and for the establishment of more perfect transportation facilities. The envoy of such an organization could present his credentials to the government of our sister republics with the assurance of prompt recognition. The agent of this association of manufacturers sent to do any special duty would have a backing that would command attention and success. Such an organization could gather information for its members that individuals would be unable to get on account of expense, and, more than this, a permanent organization of manufacturers would prevent a halt in the movement for trade extension.

THE CANDLER
BUILDING,
PEACHTREE, HOUS-
TON AND PRYOR
STREETS



For instance, if an exposition is held in the City of Mexico, its completion would find the manufacturers still in active organization, and the work of holding other expositions in South America, or doing whatever seemed best at that time, for the interest of international trade, could be conducted by the same organization, whose officers would have the benefit of experience gained in the past. In view of the foregoing, "DIXIE" now suggests that a National Association of Manufacturers be organized, and in order that this association may be advantageously organized and its objects have thorough discussion, we propose a convention of all interested manufacturers. As to where and when the manufacturers should meet, we have no suggestion to offer further than to say that the meeting place should be in some city as convenient as possible to the men who will compose the convention, and its date should be as early as possible."

This editorial was written by Mr. T. H. Martin, of Atlanta, then editor and publisher of "DIXIE." He sent marked copies of it to hundreds of manufacturers in all parts of the United States, asking them to suggest a place for the convention. These inquiries were answered by a large number and the majority was given in favor of Cincinnati.

Mr. Thomas P. Hagan, of that city, was duly advised and called the manufacturers of the city together at a banquet. Around the festive board a large fund was raised for entertainment and a call was issued for the manufacturers of the United States to meet on the 22nd of January, 1895, at Cincinnati. On that date

THE ENGLISH-
AMERICAN BUILDING,
WITH THE EMPIRE
IN THE DISTANCE

THE EMPIRE
BUILDING, WITH THE
ENGLISH-AMERICAN
IN THE DISTANCE



five hundred representative men came together and organized the National Association of Manufacturers. Mr. Thomas P. Eagan was elected president, and Mr. T. H. Martin became the first secretary.

Following is an extract from the minutes of the first meeting of the National Association of Manufacturers:

“Hon. W. S. Shallenberger, of Pittsburg, introduced the following resolution, which was greeted with loud applause and adopted by a rising vote:

“‘WHEREAS, the publishers of ‘DIXIE,’ the Southern industrial journal, first suggested the organization of the National Association of Manufacturers, and the success of this convention is largely the result of their direct effort, be it

“‘RESOLVED, That the thanks and congratulations of this Association, in convention assembled, be tendered to ‘DIXIE’ ”

THE PRUDENTIAL
BUILDING, BROAD
AND WALTON STS.

THE EQUITABLE
BUILDING, NORTH
PRYOR STREET AND
EDGEWOOD AVENUE

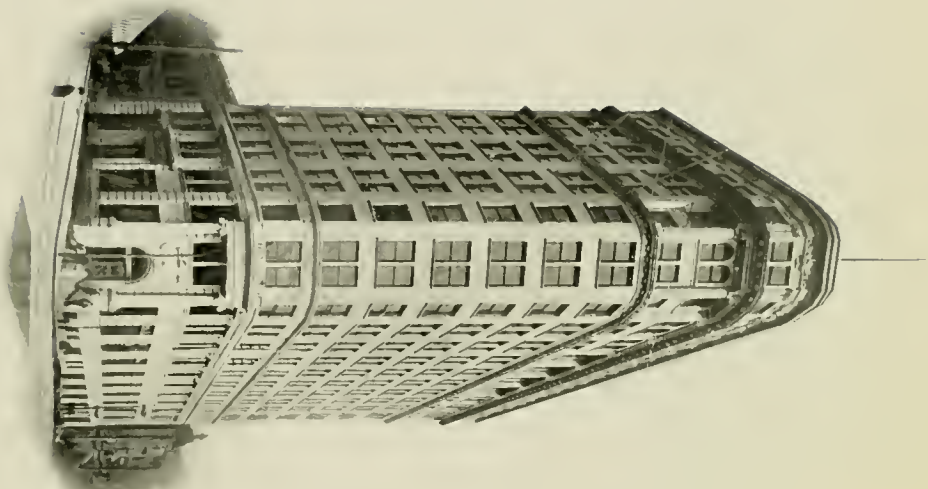


ATLANTA

ATLANTA is on the crest of the ridge that divides the watershed of the Atlantic from that of the Gulf, and an altitude of 1,050 feet above sea level gives the city a bracing atmosphere, which is conducive to vigor of body and mind. The people are remarkably energetic, and this is evident to the visitor in the first glance that he gets from the car windows.

The vigor of the people has made Atlanta a leader among cities. No matter what the occasion may be, Atlanta's representatives are always at the front in any company. For many years this city has been an open forum for the South in the discussion of great questions and the solution of the problems of the time. Here the great men of the

THE CENTURY
BUILDING.
WHITEHALL AND
ALABAMA STREETS



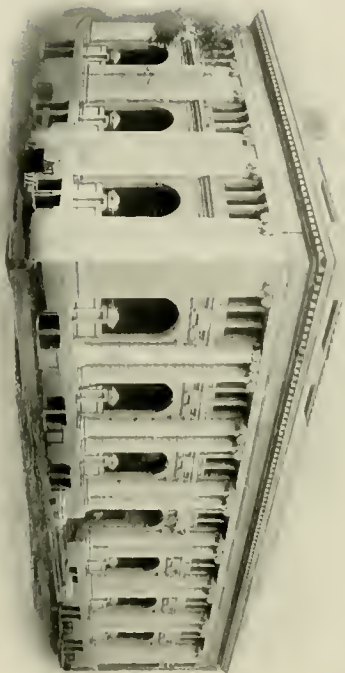
country were accustomed to address the people in the earlier days, and still they meet here in times when the newspaper has usurped the functions of the popular leader. Atlanta's newspapers are easily the first in the South, and the lawyers, ministers and professional men rank high among their fellows. Naturally, the city is a center of progress and development.

A great many people have the impression that Atlanta is a Northern city in the heart of the South, and it is frequently compared to Chicago or New York. As a matter of fact, about 95 per cent. of its people were born in the Southern States.

There are within the city limits 111,000 people, and with the suburbs the community has 125,000. The proportion of those en-

THE JEWISH TEMPLE.
SOUTH PRYOR
STREET

THE CARNEGIE
LIBRARY,
CARNEGIE PLACE
AND NORTH FOR-
SYTH STREET



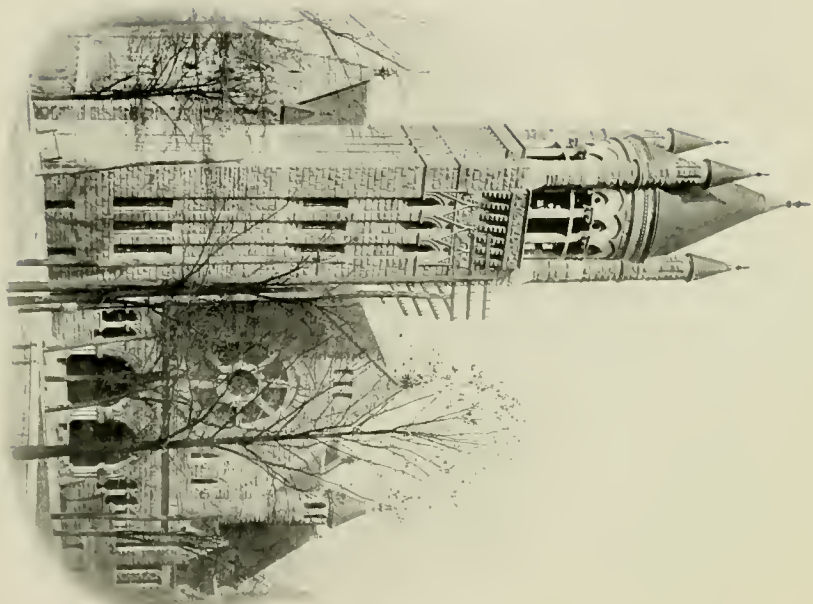
gaged in gainful occupations is very large and the steady industry and order of the population are the guaranties of continued prosperity.

The interest which attaches to Atlanta's past has drawn to the city thousands of men who helped to make history here many years ago. This constant visitation has caused Atlanta to be talked about as no other Southern city has been during the life of this generation.

Another attraction is the magical growth which has never halted and never been fully explained, but seems to have in it something distinctive and different from the rise of any other community. There is an indescribable something about the city which impresses every stranger and fills the mind of the citizen with enthusiasm.

This psychological asset is perhaps the greatest that the city

THE SECOND
BAPTIST CHURCH,
WASHINGTON AND
MITCHELL STREETS



has, and a transcendent quality of it is that it can not be quenched by adversity nor burned out with fire.

A distinguished visitor at the Atlanta Exposition declared that the region surrounding this city is the most American part of America. The masterful spirit of the Anglo-Saxon is manifest here in the magnificent reconstruction of a city that was burned to the ground forty years ago. In the surrounding country the rising tide of industry has overflowed and obliterated the scars of war. General Sherman's army destroyed a hundred millions of property on its march through Georgia, and it took many years to make good the loss, but now the State produces, in one year, enough cotton and cotton goods to pay the enormous indemnity of that campaign.

THE GRADY
STATUE, MARIETTA
STREET
HENRY GRADY WAS
THE INCARNATION
OF "THE ATLANTA
SPIRIT."

THE GRADY
HOSPITAL,
BUTLER STREET



General Sherman was impressed with Atlanta's strategic importance, and pointed out that any port of the Gulf or the South Atlantic could be reached from here in twelve hours. The city became headquarters for the Department of the Gulf during the Spanish war, and an effort was afterwards made to remove these headquarters to another point, but the government, profiting by that experience, has finally fixed their seat here.

THE CAPITAL CITY
CLUB,
PEACHTREE STREET

The topographic conditions which gave Atlanta its importance in war have made it the railway and commercial center of the Southeast.

THE GRAND OPERA
HOUSE,
JUNCTION PRYOR
AND PEACHTREE
STREETS

Atlanta stands at a point where the Eastern traffic, flowing down the Appalachain, chain meets in confluence the great stream of commerce from the West to the Southern seaboard. The vast traffic of East

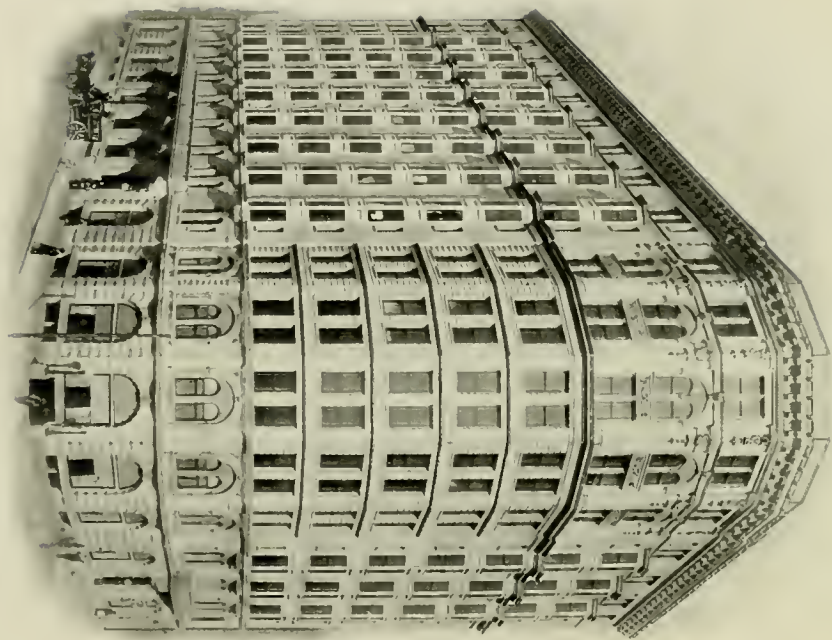


and West which flows into Atlanta radiates thence through the Southeast. Thus, from a railway point of view, Atlanta holds a commanding position. The city has thus become the headquarters for a large part of the railroad business done in the Southeastern States.

As the metropolis of the Piedmont region, Atlanta will profit by the great stimulus to trade and industry which will come from the opening of the Panama canal. There are already large exports of cotton goods to China from Georgia and the Carolinas, and this trade will grow rapidly when the short route to the Pacific is opened.

From Cincinnati, the Ohio River gateway of the productive Middle West, the shortest practicable route to the Panama canal, is through

PIEDMONT HOTEL,
PEACHTREE AND
LUCKIE STREETS



Atlanta, and the Louisville and Nashville Railway has spent many millions in building a new trunk line between these cities. The Southern Railway, the Central of Georgia, and other systems are connecting up their trunk lines through Atlanta to the Gulf and this city is on the great highway of American goods moving southward to the sea.

In anticipation of the immense growth of business, the railroad companies are spending several millions to enlarge their terminal facilities in and around Atlanta. The beautiful new passenger depot has just been completed by the Southern Railway and associated lines, and large extensions of freight terminals are being made by the Southern and the Louisville & Nashville systems.

The system of local transit, covering 140 miles of electric railway,

THE KIMBALL,
PRYOR AND DECA-
TUR STREETS



is one of the best in the country, and is probably the most extensive for a city of Atlanta's size. This has caused a rapid extension of the residence district and beautiful homes have been erected several miles beyond the city limits in several directions.

Atlanta is the most accessible city in the South, and for this reason the stream of travel is constantly increasing. There are seventy-nine towns of 4,000 population and upward in Georgia, the Carolinas, Alabama and Mississippi. The average distance of these towns from Atlanta is 281 miles, which is 80 to 170 miles less than the distance from the next nearest important centers.

Atlanta is southern headquarters for most of the great national corporations that do business in this section. It is the third insurance

THE MAJESTIC,
PEACHTREE STREET

THE ARAGON,
PEACHTREE STREET



center of the country and easily the first in the South. Railways, telegraphs, telephones and many such interests have here their headquarters for from five to twelve States.

Steel and stone skyscrapers have shot up in rapid succession and the heart of the city looks like the lower part of Manhattan Island. There is no other city in the South that has the metropolitan appearance Atlanta presents. It has one square mile that can hardly be equaled anywhere on this continent outside of New York, Chicago and Philadelphia.

Business is growing twice as fast as population, although the inhabitants are increasing three times as fast as they are in the country at large.

CAPITOL VIEW,
TOWER OF THE
SECOND BAPTIST
CHURCH IN THE
DISTANCE

A GLIMPSE OF
PEACHTREE STREET
NEAR THE GOVERN-
OR'S MANSION



The growth of the city is by no means confined to office buildings. The manufactured products of Atlanta have increased from seventeen to thirty millions since the last census (1900). There are nearly twice as many wage workers and the city is constantly crowded with well-to-do strangers who have come to engage in business. The banks are loaded with deposits, and one member of the Clearing House has as much as all six of them had ten years ago. Atlanta's importance as a business center is indicated by the fact that Georgia produces a cotton crop worth ninety millions, or more than the gold product of the entire country. The States making up the southeastern group, of which Atlanta is the natural center, produce a cotton crop worth about three hundred millions and turn out cotton goods

FORT McPHERSON.
OFFICERS QUARTERS
IN FOREGROUND.
BARRACKS IN THE
DISTANCE



worth over one hundred millions. The supply business for all this vast industry is immense, and Atlanta gets a large share of it.

A strong feature of Atlanta's industry is its variety. The people are hospitable to new ideas and not fastened in old grooves. Home industries are well patronized, and the percentage of success in new industries is very high.

The activity of the Chamber of Commerce has had a happy effect upon the spirit of unity and co-operation among business men. A custom of frequent meeting to talk over matters of general welfare or mutual concern has developed the business men of this city in a remarkable way. The Chamber of Commerce has on commercial Atlanta very much the same influence which the New England town meeting

THE HOME OF
GEN. JOHN B. GORDON, WHICH WAS
REPRODUCED AS
THE "GEORGIA
BUILDING" AT THE
WORLD'S FAIR

THE JEWISH
ORPHANAGE,
WASHINGTON ST.



had on the sturdy pioneers in the land of steady habits. This influence is educational along the line of robust self-government and co-operation, and in the midst of the contact of minds a superb spirit of civic pride is generated.

Atlanta is a clean, well governed city. The tax rate is only $1\frac{1}{4}$ per cent. on a moderate valuation of property, which aggregates \$63,229,577. The bonded debt of \$3,541,500 is less than the constitutional limit by a million and a quarter. It is covered by a sinking fund which provides for the payment of all bonds within 30 years from the date of issue.

The fire, police, sanitary and other departments are economically administered and ably managed by efficient chiefs, with the support of able boards of business men.

THE FEDERAL
PRISON



The city is divided into eight wards, each represented by one alderman and two councilmen. On all appropriations a majority of the aldermanic board and the council in separate session must be given.

The water supply is taken from the Chattahoochee river, clarified in a settling basin and filtered before being pumped into the city. The rate to residents is 60 cents a month for each house, and for manufacturers 6 cents per thousand gallons in large quantity.

Electric power for varied industries is available in and around Atlanta through the development of a large water power on the Chattahoochee river, 18 miles from the city, at Morgan Falls, where a massive masonry and concrete dam has been built by the Atlanta Water

MORGAN FALLS
DAM AND POWER
PLANT



and Electric Power Co., and machinery has been installed for the development of water power and its transformation into electric current, which is transmitted to Atlanta.

About 11,000 horse power is thus made available. Part of it is used by the Georgia Railway and Electric Company, and the remainder is distributed to manufacturers by the same concern.

Atlanta is the greatest publication center in the South. The records of the Post-Office Department show that the various publications pay the Government more on second-class matter than it receives from Baltimore, Buffalo, Louisville, New Orleans or Omaha. In other respects the records of the post-office show a remarkable growth. The difference between postal orders issued and those paid

THE FULTON BAG
AND COTTON MILLS

THE VAN WINKLE
GIN AND MACHINE
WORKS



in Atlanta leaves a balance of about \$1,250,000 in the city's favor. This is evidence of a thrifty mail-order business, which has sprung up in the last few years and is yet in its infancy. A great factor in the upbuilding of the city is its civic pride. However they may be divided on all other questions, the people are a unit on everything that affects the prosperity of the city. This sentiment is so pronounced that it was long ago emphasized by the name 'Atlanta spirit.' and the appeal to this spirit is never in vain.

In some respects this city is the most important educational center of the South. About 14,000 pupils are enrolled in the public schools and 5,000 students are entered in institutions of higher education. The finest polytechnic institution in the South is the

ONE OF THE POWER
PLANTS OF THE
GEORGIA RAILWAY
AND
ELECTRIC COMPANY



Georgia "Tech," and its graduates hold important positions all over the world. There are 140 churches, four theaters, several libraries, numerous parks, and many beautiful residence streets. Green grass, spacious lawns and shade trees which arch the streets in many places, are features which add much to the charm of Atlanta homes.

Atlanta has for many years been known as the Convention City of the South, and the city has some of the best hotels in the United States. The Piedmont, Kimball and Aragon all entertained Presidents of the United States, and the Majestic and Marion are well known.

The expression "Atlanta air is like champagne," sprang from the brain of a local enthusiast who has never tasted that beverage, but the revelation is nevertheless inspired, and many there be who will attest its truth.

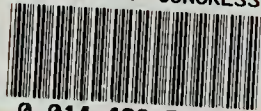
ATLANTA'S BIG
FLOUR MILL, WITH
THE CAPITOL IN
THE DISTANCE



Atlanta has long been noted for its delightful climate, and the city has become a great resort of tourists and health-seekers. It is hard for people from higher latitudes to realize that Atlanta is a summer resort, cooler by far than the average American City. There are summers here as elsewhere, but not long ones, and the nights are almost always cool and breezy. Very few even of the days are uncomfortably warm.

The suburbs, so easily accessible in every direction by rapid transit, are pictures of restfulness and refreshment. There are golf links, beautiful drives, lakes, and a beautiful country club known as the Piedmont Driving Club.

LIBRARY OF CONGRESS



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